

ALONG THE WATER FRONT.

Ship Henry B. Hyde Goes to New York with Sugar.

CREWS MISS A HOLIDAY.

THE BARK CARONDELET GETS AWAY IN A HURRY FOR THE SOUND.

Was in a Leaky Condition—The Italian Ship Eliza from New-castle—Almost Got

Yesterday was a busy day for the island and steamer captains and dock superintendents. Many of the boats were scheduled to leave on their regular runs. A large number of passengers and a lot of baggage and freight held the Manna Loa. When she was ready to go it was found that some of her crew were missing, and a delay of a couple of hours was necessary to round up the runaways. When they were found it was with a good load of supplies aboard.

The Kaula took freight and mules from the Pacific Mail wharf, and it was after 6 o'clock before she left. The Walaloa and W. G. Hall were also delayed in getting away, and nearly dark before they pulled out. A great many people left on the Hall for Kaula. Although there were two other boats for the Kaula side, the carriers mostly chose Captain Thompson's fast and commodious mail boat.

The steamer Nochi, from Kaula, and the Italian bark Eliza, 41 days from Newcastle, arrived yesterday. The Nochi brought a large load of sugar, and the Eliza two tons of meat. Captain Marston of the bark has his wife aboard.

THE HYDE SAILS.
The fine American ship Henry B. Hyde sailed for New York yesterday with a full cargo of sugar. Captain McCloud is going to try and make the run in 100 days or better, and there are several wagers up that he won't do it. Some time ago when Captain Mitchell was here several of his company's ships were in the harbor loading sugar for New York. He had a dinner at the Hawaiian Hotel one evening, at which the commanders of his vessels were present. During the dinner Captain Mitchell made an offer to his skippers of \$500 for the quickest trip from here to New York.

The Hyde has made some of the best records ever made by American sailing vessels, and Captain McCloud, who personally supervised the picking of his crew, and got a good one, has every hope of winning out.

THE CARONDELET.

The captain of the Carondelet concluded to sail at very short notice last night, and hatches were sent scurrying around for Shipping Commissioner Porter Boyd after he had closed his office for the ship's articles. Captain Stetson succeeded, with the aid of the United States Sailors' Home, in getting a crew yesterday, and decided that, as the Fourth was about here and sailors usually celebrate on the nation's birthday, he had better get to sea before the festivities began. The ship was making a good deal, too, and that was another reason why the skipper wanted to go to sea before the men found out the large amount of work to be done at the pumps. The Carondelet is bound for the Sound in ballast.

ALMOST GOT AWAY.

The schooner Rosamond sailed June 17 from San Francisco for this port without one of her passengers, a Miss McDonald, who reached the wharf when the schooner was about half a mile down the bay. The young lady began to weep, and a man to whom she spoke concerning the vessel, assisted her to reach Crowley's boat house, where a launch was procured. The Rosamond was overtaken off Black Point and Miss McDonald was placed aboard. As she reached the vessel's deck she swooned, but was soon revived.

The Rosamond, which is making her maiden voyage to this port, brings a cargo of about 2000 tons of general merchandise to T. H. Davies & Co., who are part owners in her, with Williams, Dimond & Co. and her commander, D. H. Ward. The schooner is the 27th vessel built by Matthew Turner of Honolulu, and is the largest wooden vessel ever constructed on the shores of San Francisco bay, having a registered tonnage of 1342.

A PEERLESS CRUISER.

The new Russian cruiser Varig is considered by experts superior to all other vessels of her class afloat. She is a queen both in model and performance, and naval experts consider her a distinct advance in warship possibilities. She was built by the Cramp Shipbuilding Company, Philadelphia, and her remarkable boilers, being what is known as the Nicholas system, were built by the Sterling company of Barberton, Ohio. This system of boilers has proven to be superior to both the Belleville and Scotch boilers.

On her recent preliminary trial trip she made 22 knots per hour under three-fourths of her horsepower, and that, too, in shallow water, so that no fears are entertained of her ability on her final trial of acceptance to steam 24 knots per hour.

The Varig has 30 Nicholas boilers and 90 furnaces grouped in five fire-rooms. Her grate surface is 1575 feet and heating surface 622,250 square feet and the four smokestacks rise 90 feet above the grate bars. The steam pressure is 250 pounds and the volume of water carried in the boilers at Newcastle level is 3391 cubic feet. Her splendid engines are of the triple expansion type and were designed by Captain N. L. Towne, late chief engineer of the United States Navy, and have four cylinders balanced on the shaft.

The high pressure is 40 inches in diameter, the intermediate 62 inches and each of the low-pressure cylinders are 83 inches; the length of the stroke is 26 inches and the intended number of revolutions 160 per minute.

On her recent trial the engines worked up to 150 per minute and developed 17,000 horsepower without any vibration whatever. The length of the vessel is 400 feet; beam, 52 feet; draught, 19 feet 6 inches; displacement, 6500 tons; nominal speed, 23 knots; horsepower, 20,000; radius of action at full speed, 1800 knots; at 10-knot speed, 3000 knots; when all the bunkers are full (1250 tons) and at top speed, 1700 knots; normal coal supply, 770 tons; weight of guns, 440 tons.

Her only armor protection of the hull is a curved turtleback deck extending fore and aft, and additional protection is given by coal and cellulose filled into cofferdams. The conning tower is six inches thick and the smokestacks, engine-room hatches and ammunition hoists are well protected.

NOVAEUS REPORT.

The Nova reports fine weather on Kaula. Crossing the channel on the way to port yesterday the sea was very smooth. The following sugar is reported left on Kaula: K. S. M., 13,000; Mak., 17,930; G. & R., 100; Kaena, 1500; Ahukiney, 527; Hanamau, 1218; Maesee Sugar Co., 590; Kilaea, 7006. Total, 48,275 bags.

TONNAGE EN ROUTE.

The engaged and disengaged tonnage on the way to Pacific Coast ports is as follows: San Francisco, 236,894 tons; San Diego, 8294 tons; Oregon, 52,665 tons; Puget Sound, 49,805 tons; British Columbia, 26,891 tons; Hawaiian Islands, 70,208 tons. This is a large increase over the same period last year.

ALONG THE WHARVES.

The Kaula may be in from Kaula today.

The Bonnie Dundee was out for a trial run yesterday, after a thorough overhauling on the marine railway. She had a race with the tug Elen on the way in and badly beat Captain Hillus' steamer.

The Golden Gate was towed to sea by the Kilaea Hou yesterday. She goes to Lahaina with a load of lumber.

The Kilaea Hou took two boilers and part of the big pump to Kamalo plantation yesterday. After discharging at the plantation the Kilaea Hou will load seed cane for Puna.

ARRIVALS.

Hal. sp. Eliza, Marston; 47 days from Newcastle, with 1984 tons coal.
Stmr. Nochi, Wyman, from Kaula; ports; 4988 sacks sugar.

DEPARTURES.

Tuesday, July 2.
Stmr. Manna Loa, Simeron, for Lahaina, Maui, Kona and Kau.
Stmr. Iwalei, Gregory, for Honolulu and Kukaileale.
Gas. schr. Surprise, Townsend, for Lahaina, Maui and Kona ports.
Stmr. Keauhou, Mosher, for Hanamau.
Stmr. James Makee, Tullett, for Kaula.
Stmr. Walaloa, Pitt, for Kilaea.
Stmr. W. G. Hall, Thompson, for Niihau, Koloa, Eleale and Hanalei.
Stmr. Kilaea Hou, McAllister, for Kaula and Lahaina.
Schr. Golden Gate, for Lahaina.
Am. sp. Henry B. Hyde, McCloud, for New York, with sugar.
Am. bk. Carondelet, Stetson, for the Sound, in ballast.

PASSENGERS DEPARTED.

For Maui and Hawaii ports, per stmr. Manna Loa, July 2.—Father Matthias, J. N. S. Williams, Fred Ahet, J. Greenwell, Miss Cockett, Lucy Shattell, Winifred Shattell, A. P. Boile, C. S. Holloway, Miss Morgan, Master Morgan, Miss Marcos, Mrs. Fredenberg, W. C. Achi and wife, Miss Lena Rosewarren, W. C. Achi Jr., Lum Achi, Julia Kupihea, Mrs. Mahelona and two daughters, Mrs. F. T. Bickerton, Spencer Bickerton and servant, Mrs. McWayne, R. McWayne, C. McWayne, Lawrence Robinson, Allen Robinson, Mark Robinson, Jr., Miss Mand Woods, Miss Lucy Woods, Miss Kate McIntyre, Mary Ackerman, Mrs. Geo. Campbell, Mona Campbell, Geo. Campbell, J. P. Lino and wife, Master Lino, Lui Lino, Abel Lino, Miss Lizzie Kahookano, Andrew Smith, A. Hagencamp, J. D. Paris, Miss Mabel Kinney, G. A. Davis, Mr. Hansen, J. P. Dias, Mrs. Koloa, Mrs. Kohala and four children, A. Walkoloo, D. Makinai, C. Moesman, John Gaspar, Joe Silva, John Silva, William Clark, Geo. Clark, Jr., John Clark, Yuen Chong, Chong En, Etta Kauhaka.

Per Stmr. W. G. Hall for Kaula, July 2.—Sam Mahelona, George D. Cooper, Miss C. Boyd, Miss G. A. Williams, H. G. Spaulding, Percy Deverill, Miss Dora Kruse, Miss Holdsworth, W. Sutherland, Miss Rebecca Boyd, Miss Lena Williams, John Spaulding, Mr. Axtell, Miss Beatrice Holdsworth, Rev. S. K. Aaili, Miss Kate Christian, Herman Grote, Miss Kaili.

MOVEMENTS OF STEAMERS.

Steamers due and to sail to-day and for the next six days are as follows:

ARRIVE.
Australia, San Francisco, July 4.
Doric, San Francisco, July 7.
Warrimoo, Victoria, July 7.
Nippon Maru, San Francisco, July 17.
Moana, San Francisco, July 18.

DEPART.
Miwera, Victoria, July 4.
Coptic, San Francisco, July 10.
Australia, San Francisco, July 10.
America Maru, San Francisco, July 17.

VESSLS IN PORT.
(This list does not include coasters.)
Ageron, Am. sp., Colby, Newcastle, May 3.

A. J. Ropes, Am. sp., Chapman, San Francisco, April 15.
Australia, Br. sp., Jeuss, Newcastle, May 12.
Bangalore, Br. sp., Blanchard, Newcastle, May 9.
Big Bonanza, Am. bk., Bergman, Newcastle, June 5.
Carondelet, Am. bk., Stetson, Newcastle, June 2.
Charles E. Moody, Am. sp., Anderson, June 3.
Dirigo, Am. sp., Goodwin, Hongkong, June 15.
Erskine M. Phelps, Am. sp., Graham, Manila, June 14.
E. K. Wood, Am. schr., Hansen, Tacoma, June 2.
Florence, Am. sp., Rhodes, Newcastle, May 9.
George Curtis, Am. sp., George S. Calhoun, San Francisco, June 5.
Haleyson, Am. schr., Charles Mellin, Boreka, May 31.
Henry B. Hyde, Am. sp., Scribner, New York and Valparaiso, March 20.
Hera, Ger. bk., Kullen, Hamburg, June 20.
I. F. Chapman, Am. sp., Carter, San Francisco, April 28.
Ivanhoe, Br. bk., Newcastle, May 13.
Martha E. Smith, Am. tern, Smith, Port Gamble, July 2.
Quickstep, Am. bktn., Hansen, Tacoma, June 23.
Reaper, Am. sp., Newcastle, May 17.
Sebastian Bach, Br. bk., Nagasaki, February 17.
Sussex, Br. bk., Guthrie, Newcastle, May 21.

Star of Italy, Haw. sp., Wester, Newcastle, June 1.
S. C. Allen, Am. bk., Johnson, San Francisco, June 6.
Solidie, Ger. bk., Schumacher, Hamburg, June 25.
Olympic, Am. bk., Gibbs, San Francisco, June 18.
Inca, Am. schr., Rasmussen, Newcastle, N. S. W., June 18.
Philadelphia, Ger. sp., from Hamburg.

Carnedd Llewellyn, Br. sp., from Hamburg.

Ventura, Br. bk., from Antwerp.

Wallace B. Flint, Am. bk., Parsons, New York, June 21.

Louisiana, Am. sp., Halcrow, Newcastle, June 22.

Omega, Am. bk., Harrington, Tocepella, Chile, June 22.

Volia, Br. sp., London.

Marion Chislett, Am. bk., Weeden, Newcastle, June 21.

Kate Flickinger, Am. bk., Monson, Tacoma, June 26.

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2 1/2 inch	48 00	28 00
3 inch	55 00	31 00

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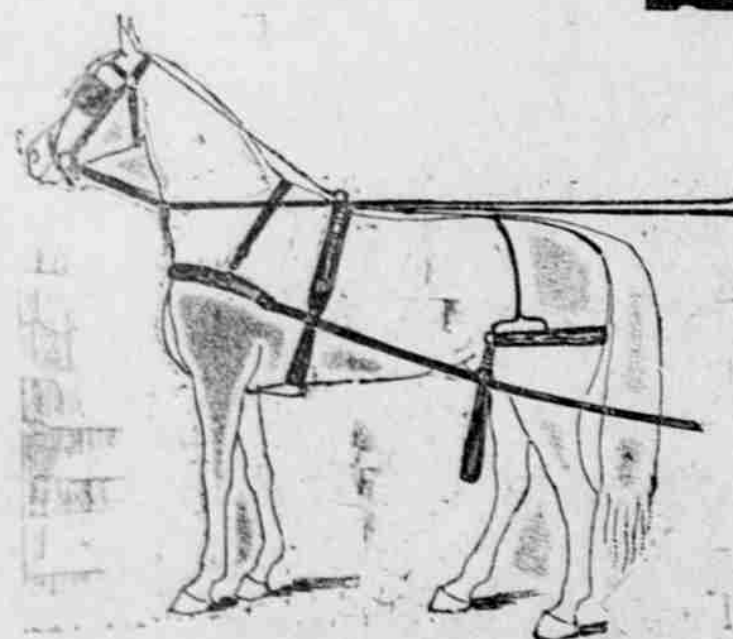
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